

Message Text

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ACTION EB-11

INFO OCT-01 AF-10 EUR-25 EA-11 NEA-10 ISO-00 CAB-09

CIAE-00 COME-00 DODE-00 INR-10 NSAE-00 RSC-01 FAA-00

XMB-07 L-03 SS-20 NSC-10 DRC-01 PRS-01 PA-04 USIA-15

/149 W

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R 010900Z MAR 74

FM AMEMBASSY CAIRO

TO SECSTATE WASHDC 5522

INFO AMEMBASSY CANBERRA

AMEMBASSY BEIRUT

AMEMBASSY TOKYO

USLO PEKING

AMCONSUL HONG KONG

AMEMBASSY KARACHI

AMEMBASSY MOSCOW

AMEMBASSY CONAKRY

AMEMBASSY BRUSSELS

AMCONSUL CASABLANCA

UNCLAS SECTION 1 OF 2 CAIRO 986

E.O. 11652: N/A

TAGS: ETRN EG

SUBJ: CIVIL AIR-EGYPTAIR-LINES OF DEVELOPMENT AND RE
EQUIPMENT; STATUS EGYPTIAN CIVIAL AIRPORT
EXPANSION PROGRAM

STATE PASS COMMERCE, EXPORT-IMPORT BANK, CAB, FAA
BRUSSELS FOR FAA
CASABLANCA FOR RCAA

1. SUMMARY: RCAA AND EMBASSY COMMERCIAL ATTACHE PAID
SERIES OF VISITS KEY EGYPTIAN AIRLINE AND CIVIL AVIATION
OFFICIALS DURING PERIOD FEB 26-28, 1974 TO
ASCERTAIN PRESENT STATUS EGYPTAIR AND AIRPORT DEVELOP-
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MENT PROJECTS.

2. EGYPTAIR CHAIRMAN GENERAL MOSSALAM NOFAL, IN FEB 27 MEETING STATES EGYPTAIR WILL SHORTLY ORDER SIX TWINJET AIRCRAFT IN CATEGORY OF BOEING ADVANCED 737-200 OR MCDONNELL DOUGLAS DC-9-30/50 FOR DELIVERY SPRING 1975 (VALUED AT APPROX \$43 MILLION) AND THREE 250-300 SEAT WIDE-BODIED AIRCRAFT IN CATEGORY OF BOEING 747 SP, MCDONNELL DOUGLAS DC-10-30/40 OR LOCKHEED L-1011 TRISTAR FOR DELIVERY SPRING 1976 (VALUED AT APPROX \$75 MILLION TO \$100 MILLION). EGYPTAIR IS ALSO STUDYING THE POSSIBILITY OF ACQUIRING THREE ADDITIONAL NEW BOEING 707-366C'S (VALUED AT \$42 MILLION) WHICH WOULD BRING THE AIRLINE'S BOEING 707 FLEET TO TWELVE AIRCRAFT.

3. ALTHOUGH EGYPTAIR LOST MONEY FINANCIAL YEAR ENDED DEC 31, 1972, PRIMARILY DUE TO HEAVY WET LEASING CHARGES TO AEROFLOT FOR THREE ILLYUSHIN IL-62 AIRCRAFT (RETURNED AEROFLOT OCT 15, 1973), AND, PARTIALLY, QUALITATIVE AND QUANTITATIVE DEFICIENCIES IN EQUIPMENT, THE AIRLINE APPEARS TO HAVE REGISTERED NET PROFIT FOR FINANCIAL YEAR ENDED DEC 31, 1973, DESPITE IMPACT OCT WAR.

4. EGYPTAIR'S PRESENT FLEET CONSISTS OF SEVEN BOEING 707-366C'S, WITH TWO ADDITIONAL 707-366C'S SCHEDULED FOR DELIVERY JUL AND NOV 1974; SEVEN TUPLOEV TU-154 TRIJETS WITH AN EIGHTH SCHEDULED FOR DELIVERY VERY SHORTLY; FOUR HAWKER SIDDELEY COMET 4D'S EARMARKED FOR TRANSFER TO AIRLINE'S CHARTER SUBSIDIARY MISRAIR COMMENCING SPRING 1975; THREE ANTONOV AN-24B'S PRESENTLY REQUIRED TO HANDLE SCHEDULED OPERATIONS INTO MARGINAL AIRPORT ABU SIMBEL AND DUE FOR TRADEIN SPRING 1975 TO AVIAEXPORT (USSR EXPORT AIRCRAFT SALES ORGANIZATION), PROBABLY AS PARTIAL REPAYMENT OF TU-154 LOAN.

5. DESPITE INFLUXES OF NEW BOEING 707-366C'S AND TU-154'S, GEN NOFAL INDICATES EGYPTAIR STILL SUFFERS CHRONIC SHORTAGE OF CAPACITY, WITH LOAD FACTORS ON KEY INTERNATIONAL SEGMENTS WELL ABOVE 60 PERCENT AND ON TRUNKLINE TOURIST-ORIENTED DOMESTIC ROUTE CAIRO-LUXOR-ASWAN-ABU SIMBEL OF 75 PERCENT OR MORE. THE SIX PLANNED NEW TWINJETS ARE UNCLASSIFIED

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URGENTLY REQUIRED TO REPLACE COMET 4C'S AND ANTONOV-24B'S AND TO OFFER INCOMING INTERNATIONAL TOURISTS DIRECT CONNECTIONS AT CAIRO INTERNATIONAL AIRPORT FOR ONWARD AIRLIFT TO KEY TOURIST DESTINATIONS LUXOR, ASWAN AND ABU SIMBEL DUE TO SERIOUS SHORTAGES ADEQUATE HOTEL FACILITIES CAIRO.

6. WITH REGARD TO ROUTES, EGYPTAIR IS RESUMING, ON MAR 15, THRICE WEEKLY ROUNDTRIP BOEING 707-366C'S

SERVICES CAIRO-BOMBAY-BANGKOK-MANILA/HONG KONG-TOKYO,
SUSPENDED SINCE NOV 15, 1973 DUE WAR-INDUCED EQUIPMENT SHORT-
AGES, A NEW ONCE WEEKLY ROUNDTRIP SERVICE CAIRO-KHARTOUM-KINSHASA;
STUDIES POINTED TOWARDS POSSIBLE IMPLEMENTATION OF NEW
ROUTES CAIRO-NEW YORK, CAIRO-BOMBAY-BANGKOK-SINGAPRE-
DJAKARTA-SYDNEY OR MELBOURNE, CAIRO-KARACHI-PEKING-
SHANGHAI-TOKYO AND EXPANSION OF PRESENT WEST AFRICAN SER-
VICES INCLUDING CONAKRY AMONG OTHERS. GEN NOFAL ALSO
INDICATED THAT A POSSIBLE AUSTRALIAN ROUTING COULD ENCOMPASS
A SECTOR BANGKOK-HONG KONG-SYDNEY OR MELBOURNE. HE INDICATED
THAT THE WIDEBODIED AIRCRAFT SLECTED BY EGYPTAIR MUST BE
CAPABLE OF OPERATING WITH A REASONABLY FULL PASSENGER PAY-
LOAD CAIRO-NEW YORK NONSTOP AND HONG KONG-MELBOURNE OR
SYDNEY NONSTOP.

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7. UTILIZATION RATE ON TU-154'S ALREADY RECEIVED BY EGYPTAIR EXTREMELY LOW DUE TO LACK OF SUFFICIENT NUMBER TRAINED EGYPTAIR FLIGHT CREWS. INITIAL TRAINING WAS PERFORMED AT AEROFLOT'S TRAINING FACILITY AT OLIANOWSKY, BUT TRAINING HINDERED BY LACK TU-154 FLIGHT SIMULATOR, WHICH UNAVAILABLE ANYWHERE. PRESENTLY, TU-154 TRAINING FOR EGYPTAIR SHIFTED TO CAIRO WITH FIVE AEROFLOT FIVE-MAN TRAINING CREWS. THESE CREWS, TOGETHER WITH EGYPTAIR'S PRESENTLY TRAINED SIX THREE-MAN CREWS, ROSTER TU-154 FLEET. EGYPTAIR'S ULTIMATE TARGET IS 40 TRAINED THREE-MAN CREWS TO HANDLE THE EIGHT TU-154'S AT AN AVERAGE ANNUAL UTILIZATION RATE OF 3500 HOURS PER AIRCRAFT. HOWEVER THIS GOAL WILL NOT BE REACHED UNTIL THE END OF 1975 AT UNCLASSIFIED

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EARLIEST. FURTHER, DESPITE AVIAEXPORT COMMITMENT TO POSITION TU-154 SPARES AT CAIRO ON CONSIGNMENT BASIS TO EGYPTAIR, THERE ARE SOME INDICATIONS PRESENT FLEET SUFFERING FROM SOME CRITICAL SPARE SHORTAGES.

8. MEETING WITH GEN SAMIR RAKEM, CHAIRMAN, CIVIL AVIATION AUTHORITY, INDICATES NETHERLANDS AIRPORT CONSULTANTS (NAC) RECENTLY AWARDED CONTRACT FOR DESIGN AND MASTER PLAN NEW ALEXANDRIA INTERNATIONAL AIRPORT WHICH WILL BE CAPABLE OF ACCOMMODATING AIRCRAFT UP TO LARGEST WIDE-BODIED TYPES AND WILL BE DESIGNATED AS WEATHER ALTERNATE FOR CAIRO. RUNWAY WILL BE FULLY INSTRUMENTED AND 4000 METERS IN LENGTH TO PERMIT DIRECT SERVICES ALEXANDRIA-NORTHERN EUROPE. UNSUCCESSFUL BIDDERS FOR DESIGN CONTRACT ALEXANDRIA AIRPORT INCLUDED NORTHROP AIRPORT DEVELOPMENT CORPORATION (VIENNA, VIRGINIA) AND AEROPORT DE PARIS. ENGINEERING SUPERVISION AND CONSULTATION AND CONSTRUCTION WILL BE HANDLED BY EGYPTIAN CIVIL AVIATION AUTHORITY AND EGYPTIAN CONTRACTORS.

9. AIRPORT ABU SIMBEL IS UNDERGOING EXPANSION OF PRESENT 1800 METER RUNWAY TO 2500 METERS, PERMITTING UNCOMPROMISED TWINJET, BUT NOT TU-154 OR COMET 4C, SCHEDULED EGYPTAIR OPERATIONS.

10. CAIRO INTERNATIONAL AIRPORT'S NEW 4000 METER RUNWAY PARALLEL TO EXISTING 05-23 4000 METER RUNWAY IS COMPLETED AWAITING INSTALLATION, LIGHTING, ILS, VOR. WITH NEW RUNWAY COMMISSION (EARLY 1975), CAIRO INTERNATIONAL AIRPORT WILL BE CAPABLE HANDLE SIMULTANEOUS FLIGHT OPERATIONS FROM BOTH RUNWAYS. CAIRO INTERNATIONAL AIRPORT'S TERMINAL BUILDING

UNDERGOING ARCHITECTURAL RENOVATION AND EXPANSION PROGRAM
DOUBLING PRESENT DEPARTURE, ARRIVAL AND TRANSIT LOUNGE
AREAS AND UPGRADING PASSENGER CHECK-IN, BAGGAGE HANDLING,
PUBLIC HEALTH AND IMMIGRATION COUNTER FACILITIES. TIME-
TABLE FOR COMPLETION, INCLUDING NEW OFFICE BUILDING FOR
EGYPTAIR AND CIVIL AVIATION AUTHORITY (CAA), IS
SOMETIME IN 1975.

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11. NEW NETWORK OF AIRWAYS, INCLUDING RESUMPTION
FORMER DIRECT AIRWAY CAIRO-BEIRUT VIA NILE DELTA WHICH WILL
HALVE FLYING TIME BETWEEN THE TWO CITIES, NOW BEING
STUDIED. ONCE SYSTEM FORMAT RESOLVED,
CAA WILL REQUIRE SECONDARY RADAR SYSTEMS,
AND PERHAPS ARTS II OR ARTS III AUTOMATED RADAR TERMINAL
SYSTEMS REPRESENTING OPPORTUNITY FOR US MANUFACTURERS.
CAA APPEARS TO WELCOME ANY VISITS BY FAA PERSONEL,
INCLUDING VISIT OF ASSOCIATE ADMINISTRATOR BRUSSELS WITH
CESSNA CITATION FOR ORIENTATION AND ATC BRIEFINGS. EILTS

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